



National Transportation Safety Board Aviation Accident Final Report

Location:	Pensacola, FL	Accident Number:	MIA04LA120
Date & Time:	08/17/2004, 1515 CDT	Registration:	N45TT
Aircraft:	Beech 65-A90	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Other Work Use

Analysis

The pilot stated that he was proceeding to a nearby airport to refuel, and during the takeoff from his departure airport, about 3 to 4 seconds after rotating, the right engine ceased operating due to fuel exhaustion. He said that the airplane drifted to the right, and he feathered the right propeller and turned to the right in order to return to the runway. After leveling, he said the airplane started to climb so he reduced power, and as he did so the airspeed dropped to 80 knots, and the stall warning light was activated. He said he added full power to recover, and the aircraft veered radically to the right in the direction of the hangars. Keeping the landing gear in the up position, he said he performed a belly landing and the airplane incurred damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate planning/decision and his failure to maintain airspeed which resulted in fuel exhaustion and an inadvertent stall.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. 1 ENGINE

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

6. TERRAIN CONDITION - GROUND

Factual Information

On August 12, 2004, about 1515 central daylight time, N45TT, a Beech King Air 65-A90, registered to and operated by Eclipse Enterprises Inc., as a Title 14 CFR part 91 business flight, crashed while returning to land at Ferguson Airport, Pensacola, Florida. Visual meteorological conditions prevailed, and no flight plan was filed. The commercial-rated pilot, and one passenger received minor injuries, and the airplane incurred substantial damage. The flight was originating at the time of the accident.

The pilot stated that he was flying the accident airplane from Ferguson Airport, Pensacola, Florida, to Jack Edwards Airport, Gulf Shores, Alabama, to refuel, and during the takeoff, immediately after rotating, he tapped the brakes, raised the landing gear, and about 3 to 4 seconds later the right engine ceased operating. He stated that he was sure the engine ceased operating due to fuel exhaustion, because he knew the airplane was low on fuel. After the right engine ceased operating, the airplane drifted right, and he inputted full left rudder, and placed left wing down to correct. He then confirmed that the right engine was spooling down, and feathered the propeller on the right engine. He then started a turn to the side of the operating engine to return to the airport. As he rolled the wings level, he said the airplane started to climb, so he reduced power after clearing the trees, and at that time the rate of descent increased. He said the airplane's speed was about 80 knots and the stall warning light began flickering on and off, and it also felt as if he was falling out of the sky. The pilot added full power which caused the nose to veer radically to the right, and the airplane descended, heading toward some T-hangars. He kept the landing gear retracted, and attempted to land the airplane on its belly to keep from colliding with the hangar. In doing so, both the wing and nose of the aircraft struck the ground. The pilot reported that there had been no indications of any mechanical failures or malfunctions of the airplane or any of its systems.

Pilot Information

Certificate:	Commercial	Age:	40, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/17/2003
Occupational Pilot:		Last Flight Review or Equivalent:	07/24/2004
Flight Time:	1254 hours (Total, all aircraft), 18 hours (Total, this make and model), 1228 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N45TT
Model/Series:	65-A90	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	LJ-312
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	03/09/2004, Annual	Certified Max Gross Wt.:	9650 lbs
Time Since Last Inspection:	30 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	10701.5 Hours as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:		Engine Model/Series:	PT6A-20
Registered Owner:	Eclipse Entrprises Inc.,	Rated Power:	500 hp
Operator:	Eclipse Entrprises Inc.,	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PNS, 124 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1653 CST	Direction from Accident Site:	45°
Lowest Cloud Condition:	Clear	Visibility	9 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	30°C / 19°C
Precipitation and Obscuration:			
Departure Point:	Pensacola, FL (82J)	Type of Flight Plan Filed:	None
Destination:	Gulf Shores, AL (JKA)	Type of Clearance:	None
Departure Time:	1714 CDT	Type of Airspace:	Class E

Airport Information

Airport:	Ferguson Field (82J)	Runway Surface Type:	Asphalt
Airport Elevation:	27 ft	Runway Surface Condition:	Dry
Runway Used:	18R	IFR Approach:	None
Runway Length/Width:	3200 ft / 40 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	30.398889, -87.348611

Administrative Information

Investigator In Charge (IIC):	John W Lovell	Report Date:	03/30/2005
Additional Participating Persons:	Emil A Cirone; FAA FSDO; Birmingham, AL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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